THE HUNTRESS.

MRS. ANNE ROYALL, EDITOR. EDUCATION *The main pillar which sustains the Temple of Liberty.*—JEFFERSON.

VOLUME XVI, NEW SERIES. WASHINGTON CITY, SATURDAY, D. C. MARCH 5, 1853. No. 1V—*Whole Number*—MCCCCV

THE HUNTRESS,
Is Published every Saturday,
BY
MRS. ANNE ROYALL:
At TWO DOLLARS per annum:
At the corner of North B. and Second Streets
Capitol Hill.

WASHINGTON CITY D. C.

SATURDAY, MARCH 5, 1853

THIRTY-SECOND CONGRESS.

FRIDAY, FEBRUARY 18, 1853.
[In Continuation.]

SENATE.

PACIFIC RAILROAD.

Mr. GEYER. Mr. President, the construction of a railroad to connect the valley of the Mississippi with the Pacific ocean has attracted the attention and commanded the approbation of the people of the United States for a number of years. Long before the acquisition of California, when our possessions upon the Pacific were bounded by the forty second degree of latitude, the popular mind had been earnestly directed to this great subject. At that time there was no division of opinion as to the pass of the mountains through which it should go. The South Pass being within half a degree of the southern boundary line of our territory on the Pacific, was the only one deemed practicable then within our territory. The will of the people was almost unanimously expressed—sometimes represented in primary assemblies, sometimes expressed through the medium of the legislatures. Congress was implored to take the subject up. The people then not only believed in the necessity for the construction of such a road, but they felt that it was essential to their highest interests—political, social, and religious. Had Congress then seconded the voice of the people, one road would now have been nearly or quite completed, and we should be ready to commence a second, instead of spending our time in debating how long it shall be postponed.

With the acquisition of California came up on us new difficulties. Our line was extended to near the thirty second degree of latitude. Several passes were ascertained to exist that were perfectly practicable, and then came up the difficulty which stands in the way of the execution of the work to this hour. Difference of opinion arose as to the pass that should be selected. The South pass, which before had been approved by the almost unanimous voice of the people, is now in the judgment of some gentlemen unfit; and we are divided in opinion, according to the section of country in which we happen to reside, and from which we come. Every town on the Mississippi, from St Paul to the Gulf of Mexico, is contending for the terminus of the road; Every principal town supposes that it is entitled to that favor, and imagines that the evidences are conclusive in favor of its point as a terminus: The senator from California (Mr Gwin) attempted to meet these difficulties by furnishing a branch to each one of the States on the west of the Mississippi: That did not appear to find favor with the Senate: A select committee was appointed to take into consideration the whole subject: It had before it the various plans that had been suggested: One of them which seems to find favor with the senator from Pennsylvania, looked towards the construction of this road out of the national treasury, under the superintendance of the national government; another proposed to make a road by the intervention of a private company, to whom was to be granted a bonus in money—and still another proposed to make a road entirely out of the public lands. The committee has reconciled these difficulties by the proposition now before the senate,

It proposes not to increase the patronage of the government, or the duties which now devolve upon it, by committing to it the management of this railroad, organizing the government into a sort of railroad corporation, for the purpose of the transportation of merchandise across the continent. That plan it rejected. At the same time the committee was aware that the work could not be executed exclusively by private enterprise and private means. It has therefore, combined lands and money, by way of assisting any company that may undertake it; and although I do not entirely approve this bill, and it is not the plan which I would be disposed to favor, the experience of many years has shown me that a member must not always hope to succeed in carrying a favorite plan. There must be compromise on this as upon any other subject.

The multiplication of the difficulties has not decreased in the least the intense anxiety of the public that the road should be built, and now that it seems to be admitted on all hands that it is practicable that it is essential to the public interests, that it is necessary to the national defences, and indispensable in time of war, I cannot forbear to express my astonishment that there is a proposition before us to postpone the execution of the work until some future day. If this work is found to be impracticable, is because of the impracticability of Congress, and not because the work cannot be accomplished. But it is said to be indispensably necessary that we should have preliminary surveys. The honorable senator from Ohio—Mr. Chase—tells us that the bill itself provides for that, and he states, and states truly, the question to be whether the location of the termini and general route of the road shall be made by the President or by Congress—but he says that by transferring it to the President, we abdicate the power of Congress. I was at a loss to understand his meaning until I heard the speech of the honorable senator from Pennsylvania, [Mr. Cooper.] He requires a survey in order that the grades of the road may be ascertained, and its exact line laid down, and then that there shall be a specific direction as to the mode of construction, and unless Congress maintains its power over that subject, we shall be held to have abdicated it. Sir, I would ask that honorable senator whether Congress abdicated its power when it intrusted to the President of the United States the selection of the plan for the additions to the Capitol?—Whether Congress abdicates its power to raise and support a navy when it commits to the President the construction of vessels for the public service under his superintendence? Are we, under the power to authorize the construction of this road, to superintend, as a body of contractors composed of two branches, the entire operations on the road?

But it is said we cannot proceed without a preliminary survey—that we have not knowledge enough upon the subject, that it is necessary that a detailed survey of the line and grades of the road should be reported to Congress, and that Congress should then fix the termini and locate the route by an act. The honorable senator inquires if Congress cannot now locate the road, how shall the President do it? Sir, if Congress has not been able to locate the road in ten years, is it to be expected that it would be very prompt, when the bone of contention will be presented to them in the form of surveys of the different passes of the mountains and the grades of the road, to the different points on the river? Shall we not encounter the same difficulties that we have encountered all along? Do we not see it apparent now that one of the sources of opposition to this bill is an apprehension that the President may select a point which is not the first choice of honorable senators? Is there not a trembling anxiety upon that subject to which much of this opposition may be traced!

It is said that we propose the same sort of survey and examination by the bill that is proposed in the amendment. That may or may not be. What we propose is that there shall be a sufficient examination, and that sufficient information shall be obtained by the President to enable him to fix the termini and the passage through the mountains. That is all the survey that is required. The amendment does not propose to limit the survey and an examination which shall enable Congress to exercise its power so as to control the location of the road: But suppose that the surveys are to be of the same character and require the same time—we shall by the bill gain this advantage—that a question which we have found ourselves unequal to will be decided.

☞ A strange genius. In describing a lake in Minnesota, says it is so clear that by looking into it you can see them making tea in China.

Silly and worthless people generally take most pains to adorn themselves, as in the animal world insects are the gayest in colors.

It is an excellent rule, when a man has nothing to say, to say nothing.

LITTLE BOY BLUE.

When the corn fields and meadows
Are pearl'd with the dew,
With the first sunny shadow
Walks little Boy Blue.

O the Nymphs and the *Graces*
Still gleam on his eyes,
And the kind fairy faces
Look down from the skies;

And a secret revealing
Of life within life,
When feeling meets feeling
In musical strife;

A winding and weaving
In flowers and in trees,
A floating and heaving
In sunlight and breeze.

And striving and soaring,
A gladness and grace,
Make him kneel half adoring
The God in the place.

Then amid the live shadows
Of lambs at their play,
Where the kine scent the meadows
With breath like the May.

He stands in the splendor
That awaits on the morn,
And a music more tender
Distils from his horn.

And he weeps, he rejoices,
He prays, not in vain,
For soft loving voices
Will answer again.

And the Nymphs and the Graces
Still gleam through the dew,
And kind fairy faces
Watch little Boy Blue.

☞'Julius, if a mob of chickens cost ten dollars, what will a pair come to?'

'Who bought 'em?'

'What yer ask dat for?'

'Cause if my wife bought 'em, I could tell you what they'd come to mighty quick.'

'What!'

'Two potepies and a frickasee.'

'Look here, my colored friend, don't you come your circumnambient jokes on dis child, or he'll break yer jaw off by de handle.'

☞ How to Get the Girls Married.—A thriving trader in Wisconsin, claiming the paternity of eleven daughters, greatly to the astonishment of his neighbors, succeeded in marrying them all off in six months. A neighbor of his, who had likewise several single daughters, called upon him to obtain the secret of his husband making success, when the latter informed him he had made it a rule, after a young man had paid his attention to one of his girls a fortnight, to call upon him with a revolver, and request him to choose between death and matrimony. 'You can imagine,' continued he, 'which of the two they preferred.'

The most amusing man in the world is a Frenchman in a passion. 'By gar, you call my vife a woman two three several times once more, an' I vill call the vatch house and blow out your brains like a candle, by tam.'

☞ A ragged urchin, after having his basket filled with 'cold wittles' at the American House, a few days ago, was asked if his parents were living. 'Only dad, marm,' said the boy. 'Then you've enough in your basket now to feed the family for some time,' said the lady. 'Oh, no, I hav'nt neither,' said the lad, 'for dad and me keeps five boarders—he does the housework and I do the market'n.'

The Power of Kindness.—The power of kindness is great. Men whom no blows could move, no punishment quail, have bent before a kind word, mild tone, and gentle manner. A blow hurts the exterior, but merely enrages the more. But above all times is it pleasantest to hear kind words when a person is sick and suffering, or when bowed down with care, when almost in despair, then

'A little word in kindness spoken,
A motion or a tear,
Hath often heal'd the heart that's brok'n,
And made a friend sincere.'

Whilst, if you experience bad treatment, it sinks deep into the heart, and time itself scarcely can efface it from your mind.

'A word—a look—has crushed to earth
Full many a budding flower,
Which, had a smile but owned its birth,
Would bless life's darkest hour:'

Then be careful how you speak friends. You may feel angry and provoked, yet restrain your wrath, for future developments may show you it was unjust. Be careful. It is easier to lose a friend than to make one.

☞ 'THE CARPET-BAG'—*The* best paper in the Union—we wish it a long, long life and prosperity: and particularly the Editor, Mr. Shillaber.—J. H. SIMMS, Foreman Huntress.

THE SCHOOLMATE, a Monthly Reader for School and Home Instruction of Youth A. R. Phippen, editor. Published by Geo. Savage, monthly, 22 John st., New York. Terms per annum, One Dollar, in advance, single copies, 10 cents.

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Also we intend to commence shortly the publication of a list of all the booksellers in the United States and Canada whose names and post office we may be able to obtain—alphabetically arranged.

"Mr. *President*, we are *standing* on the threshold of an eventful future.

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(Successors to J. F. Callan,)
DRUGGISTS & APOTHECARIES,
Corner of E & Seventh streets,
WASHINGTON.
We beg leave to inform you that we have purchased the stock and taken the old stand occupied by J. F. Callan, for the purpose of conducting the Drug and Apothecary Business, in all its details.
Having replenished our stock of goods, we respectfully solicit the patronage of our friends, and the former customers of the establishment.
Physicians' Prescriptions carefully compounded.
SAM'L C. ESPEY,
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THE PACIFIC RAILROAD.

On our first page will be found an extract from the speech of Hon. H. F. Geyer, U. S. Senator from Missouri, upon the Pacific Railroad. This gentleman is amongst the best speakers in the Senate—he seems to be at no loss upon any point,—he is a man of universal reading, prompt and courteous in his language. One loses much however, of the excellence in all the able speeches that have been made this winter in both Houses, from not being present.

He says—

"If this work is found to be impractiecable, it is because of the impracticability of Congress, and not because the work cannot be accomplished."

This one sentense shows him to be a true Western man.

* * * *

"Another objection is, that we have not knowledge enough to commence the work—that we do not know enough of the country through which the road will pass. Sir, we know to a certainty that on this side of the Rocky mountains there is no difficulty in the way. You may pass upon the line of the Red river, or the Canadian, or the Arkansas, or the Kansas or the Platte, and that either of them will afford an easy grade is ascertained beyond all doubt. The only difficulty, and the only important fact to inquire into, is as to the passage of the Rocky mountains, for the Sierra Madre is merely an extension of the Rocky mountains or the Sierra Nevada. We have to ascertain that, and when that is ascertained we know that the road is practicable. We know that it can be made of easy grade, except at the points I have mentioned: and therefore we are under no necessity for further information upon the subject, except to know what passes shall be taken, and where shall be the termini of the road, neither of which Congress is prepared to decide, or will be prepared to decide when they have the surveys."

THIRTY-SECOND CONGRESS.

FRIDAY, FEBRUARY 18, 1853.

[In Continuation.]

SENATE.

PACIFIC RAILROAD.

Mr. COOPER. I do not rise for the purpose of continuing the debate on the subject of the bill which is now pending before the Senate, at any great length. Nor do I design to follow those honorable senators who have advocated the bill, through the long labyrinth of questions of a character entirely foreign to the objects of this bill, and which they have raised and discussed before the Senate. Nor shall I follow the honorable senator from Tennessee—Mr. Bell, in his inquiry whether peace or war be probable in Europe, or whether, in the event of war, the United States is likely to be involved in it. Nor shall I inquire whether Cuba, in a military point of view, is an important acquisition for the United States, and necessary to our safety. Nor shall I indulge in vaticinations of what the present generation is to see in the character of the improvements of the country. I do not know how many roads will span the continent from ocean to ocean at the close of the existing generation; nor is it pertinent to the issue now pending before the Senate whether one or more roads shall follow the one which is now in contemplation. Nor will I indulge sir, in ante facto enconiums upon the incoming President."

After these remarks it is needless to say that Mr. Cooper is opposed to the Pacific railroad, for the present, at least—we shall merely note such remarks as are relevant to the principal points of the question—for instance, Mr. Cooper says,

'We ought to know something of the probable cost of this enterprise. We are told that the bill already fixes the limits of the amount that the government is to expend: that those limits are embraced in the $20,000,000 which are to be given to the company for the construction of the road, and in the twelve miles of land on either side in alternate sections extending from the east to the west. The bill we are told, fixes that amount, and it cannot go beyond it: I know it does fix it, but there is no security that you will even stop at the end of that expenditure. Far less extensive enterprise than this have been undertaken: an entering wedge in the shape of an appropriation to commence the work has been given, and yet Congress has been induced afterwards to spend millions before the work work was completed. We had some experience in our steam lines. We commenced by giving those lines of intercommunication between the Old World and the New, bonuses, sums of money to enable them to start their great enterprises, and presently, when the appropriation failed, they come here appealing to our patriotism and our pride of character as a nation, and they have induced us to double the appropriations and continue them from year to year. They forced themselves upon us as beneficiaries, and they will remain our beneficiaries as long as they possess the power of appealing to the sentiment of pride which inhabits the bosom of every American, and while they can bring outside influences to bear upon the two branches of the national legislature, such as are within the command of these companies. You sir, have seen it, and I have seen it—You have felt it, and I have felt it. I do not mean that influence has been exerted upon us, but we have felt it in the atmosphere, and we knew it was useless to resist it. Stimulated by what I believe exists as strongly in your bosom—and if I were not a modest man, I would say, to some extent in my own—stimulated by patriotism, and a disposition to see our own marine eclipsing in speed and all the essentials of maritime excellence that of Great Britain, we have voted thousands upon thousands, and hundreds of thousands, to keep up that supereminence of our marine. Give this corporation $20,000,000—give it fifteen million acres of land in alternate sections from the Atlantic to the Pacific, or from the starting point to the Pacific, and with what kind of an influence will you have clothed it at once? I shall be told directly that it is not a corporation. I do not care whether it is in terms clothed with corporate powers or not. To all intents and purposes it is a corporation, and one with the most fearful powers that has ever existed in the world, or which ever was about to exist. It does not exist yet, and I hope it will not. I say sir, clothe this company with the power and influence which it will derive from commencing this work, and the expenditure of a portion of these funds, and you see where you will be as to ability to resist further applications. Helpless—absolutely helpless: tied hand and foot, and driven perforce to all such expenditures as may be necessary to the completion of the road."

"We have no security that you will even stop at the end of that." Well, we have no security for anything that depends on the future, not even the fidelity of our best friend, or life itself—we have no security that the king of waters will not forsake his channel and leave New Orleans high and dry—or that the plague or the cholera, may not sweep our own city with Congress, Chief Magistrate, and all, with the besom of destruction, before the dawn of another year. But is that a reason we should stand still like statues or rove about like savages, with a bow and arrows.

Let us suppose a case—suppose our people when Great Britain prepared the chain to bind us down in slavery—suppose we had been frightened into submission by the gallows, due to rebels, and the probable exhaustion of men and means to carry through our Independence—what would have been the consequence at this day, no one can tell. But by our boldness and perseverance, we succeeded in our Independence. Look at us now, our prosperity and happiness has no parallel, in ancient or modern history.

The Railroad is certainly a great undertaking, and will doubtless be the means of fraud & swindling, but this is an imposition that Congress ought to prevent, they have the power and were created for that purpose. If the people cannot find men qualified to act up to the Constitution, then let them give up to the petticoats sure enough.

Such men ought to be sent to Monrovia—they deserve to be slaves for life. Here were we, a handful of wanderers, scattered along a string of seaboard from Maine to Georgia, yet our love of liberty, our energy to secure it, urged our people onward, with their lives in their hands, deterred by no difficulty, till they drove the tyrants from their shores, to the astonishment of an admiring world. This done, they formed a Government, which for wisdom and liberal provisions, was never surpassed by any age or country. And what do we hear now? Why, that Congress will not be able to resist demands for more money over and above the twenty millions for this road. What is to hinder them? Have the people degenerated so far below their ancestors who established this noble Republic, and bequeathed it to them, that they cannot find Representatives of sufficient independence and patriotism to guard the precious gift? We do not believe it. Only give the people the alarm, and mark our word if they do not keep a sharp look out ahead.

Mr. Cooper is a man of talents, and speaks well, his speech will serve to keep the people, we mean Congress, on their guard against frauds, which doubtless will be attempted.

Senator Cooper has no objections to the Pacific railroad, but he objects to the mode. He says;

"I agree in many of the suggestions which have been made as to the value of this great enterprise of the Pacific railroad. I think it will be one of the most magnificent that human genius and human skill have carried out and perfected. But this is nothing to the purpose. It can only be thus magnificent, it can only add to the character and the grandeur of this country by being what it ought to be—as perfect as possible: I therefore, in view of the character of the country, desire that this enterprise shall be conducted upon such principles as will insure as much perfection as possible."

But he insists "that a survey should first be made as there is no knowing what this corporation might attempt."

To be Continued.

We believe the bill will pass the Senate ultimately, as it is laid over for the present they will have time to consider upon it. Congress ought to have ordered a survey before it adjourned.

☞ Owing to our paper going to press one day earlier than usual, to give our Printer time to see the Inauguration, we are sorry our Editorial falls short this week.

The Odd Fellows of Indiana are about to erect a hall at Indianapolis, which is to cost $30,000.

In Quebec last week; the thermometer indicated thirty degrees below zero.

During the present season 50 000 hogs have been slaughtered at Columbus, Ohio.

The Philadelphians talk of paying their firemen.

The daily consumption of milk in New York is 240,000 quarts.

Of all the 'tricks of trade,' perhaps the most deceitful are the bottle tricks.

☞ A ragged urchin, after having his basket filled with 'cold wittles' at the American House, a few days ago, was asked if his parents were living. 'Only dad, marm,' said the boy. 'Then you've enough in your basket now to feed the family for some time,' said the lady. 'Oh, no, I hav'nt neither,' said the lad, 'for dad and me keeps five boarders—he does the housework and I do the market'n.'

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☞ The person subscribing or furnishing the club may select to suit himself.

☞ The Premiums will be subject to order—or, if we are desired to mail them, the postage must be furnished in advance, viz.; 25 cents under 500 miles, and 50 cents if over that distance.

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Ten copies " " "	15
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We beg leave to inform you that we have purchased the stock and taken the old stand occupied by J. F. Callan, for the purpose of conducting the Drug and Apothecary Business, in all its details.

Having replenished our stock of goods, we respectfully solicit the patronage of our friends, and the former customers of the establishment.

Physicians' Prescriptions carefully compounded.

PROSPECTUS FOR "THE GLOBE"

THE CONGRESSIONAL NEWSPAPER.

THE APPROACH OF CONGRESS calls for the renewal of my proposals and preparations to spread its debates before the public. The success which has hitherto attended this undertaking it is hoped will continue, and enable me to perpetuate the full history of the proceedings and discussions of the body on which the destiny of the Republic depends.

The adoption of Congress has given the GLOBE an official character as the reporter of all that is said and done in the body. This sanction has been voted at every successive session for many years, and by members of all parties. The press, too, of all parties, has borne testimony to the fidelity with which the duty thus confided has been performed.

The great celerity with which the letter writers for the distant press circulate through the telegraph their hurried accounts and views of the debates of Congress, renders more important than ever the full and exact official reports of the CONGRESSIONAL GLOBE. The hasty and in many instances ex parte, relations by telegraph of what occurs in Congress supersede, for the most part, the exact reports taken down by reporters, and which formerly, in a shape more or less abbreviated, went the rounds of the press. Now the telegraph accounts, with all their imperfections and variety of colorings, take the run of the country, and no press but the official of Congress ever publishes the full debate with the proceedings of both Houses unmutilated. Indeed, no newspaper can give them, and have room for advertisements and the miscellaneous matter essential to their existence. While therefore, the telegraph administers to the eager appetite of the public for Congress news, and meets the necessities of the political press, by furnishing a rapidly-written epitome suited to the taste of its patrons, perfect information of what passes in Congress is greatly diminished. The circulation of the official reports has been, to some extent, cut off by the crude and diversified accounts which, flying along the electric wires, satisfies curiosity, and it is almost in vain that truth puts on his boots to follow. Still there are a great many men of leisure and thought who like to see what is actually said and done in Congress, and to judge for themselves, rather than to receive impressions altogether from galvanic batteries. There are others, too, who, for the sake of the future, willingly patronize a work which preserves a full record of the doings of the great moving and controlling power of the Republic.

3,500 royal quarto pages of brevier and nonpareil type, making 4 volumes of near 900 pages each. The reports for the last long session made 3,895 royal quarto pages, and wemooond in 4 volumes, averaging 974 royal quarto pages each.

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The money may be remitted by mail at my risk. Bank notes current where a subscriber resides will be received at par. Subscriptions should reach here by the 13th December, at furthest, to insure all the numbers.

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JOHN C. RIVES.

WASHINGTON CITY, October 17, 1851.

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For Inflammation of that delicate Organ, whether acute or Chronic—for Egyptian Ophthalmia—Atony of the Optic Nerve—Granulations of the Lids—Ulceration of the Lachrymal Glands and weakness of Vision from any cause.

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THE LEADING LITERARY WEEKLY

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We shall shortly begin the publication of a story entitled

CLARA MORELAND

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THE LOST HEIRESS:
A STORY OF HOWLET HALL.

By Mrs. E. D. E. N. Southworth, author of 'The Curse of Clifton,' 'Virginia and Magdalene,' 'Shannondale,' the Deserted Wife.

In addition to these and other Original tales, involving a large expenditure of money we shall lay before our readers as heretofore choice tales, sketches, essays, narratives, etc. from the English magazines, such as have given the Post a name for the excellence of its selections.

Engravings—In the way of engravings we present at least two weekly, one of an instructive and the other of a humorous character.

☞ Of course we shall maintain for the Post the character it has acquired of being a strictly moral paper, not ridiculously squeamish and straight-laced, but really and truly moral; such as may be taken into the family circle without fear. Advertisements of an improper character shall be, as heretofore, rigorously excluded.

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The postage on the Post to any part of the United States, when paid quarterly in advance, is now only 26 cents a year. And we trust that the public generally will show their appreciation of this commendable reduction of postage, by largely increasing the number of papers taken at the various offices—that thus there may be no falling off in the revenue of the Post office department, this will insure a continuance of the present reduced rates.

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Those desirous of procuring a weekly paper conducted with the highest regard for correct taste, blending instruction with amusement, one that cannot fail to prove an agreeable companion to the Mechanic, Farmer, Merchant, and Professional Man—also to the Maid or Matron, are informed that the fifth volume of AMERICA'S OWN commenced on the 11th of Sept. 1852, on which occasion the paper was enlarged and appeared in a new dress, by far excelling anything in the way of a paper ever got out either in Europe or America. The publishers do not feel disposed to enumerate the many superior points this paper possesses over all others, but merely give the opinion of disinterested persons whose extensive knowledge enables them to judge correctly of its merits.

We consider it the best family newspaper published. Louisville Varieties.

It is a high toned and interesting Journal of Literature. Its editors are men of sterling ability. George Lippard.

A valuable Journal, devoted to the elevation of the workingmen of the Union. It is conducted with signal ability. Emporium, Ohio.

It is of that class whose intrinsic value is beyond all calculation. Rep. Standard, Pa.

It is one of the best reform papers in the country. Sunday Mercury, Philadelphia.

We have perused the number before us with a great deal of pleasure and profit. It contains some excellent tales by distinguished authors, intelligent letters from all parts of the Union; reports and proceedings of scientific and literary institutions; together with a vast variety of useful information in agricultural and domestic matters, the whole well spiced with wit and humor. Democrat, Pa.

It is an excellent family newspaper. Advocate, Stamford, Connecticut.

It is far ahead of any Eastern paper we have examined, it is a most welcome visitor to our sanctum, and we always greet its coming with delight. Its columns never fail to glisten with choice gems of literature. Southern Illinoisan.

Its contents, unlike most other mammoth city weeklies, making pretension to literary merit, are really instructive and amusing, interesting and useful, and of that character which must always command attention from every class of readers. Transcript, Pa.

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☞ All business connected with any department of this Journal is transacted at the office of the Editor and Prodrietor, 205 Broadway New York, over Brady's Daguerreotype Gallery.

Letters and communications of every kind should be addressed Herald of the Union New York City.

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☞ The Herald of the Union will be sent regularly to any Newspaper in the world which will publish the *Prospectus* on the first page. The editor will be grateful for any notice of the Herald of the Union which will have a tendency to increase its circulation.

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☞ A few complete sets of back numbers for early applicants.

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Office and residence on the Island, between 9 and 10th, South.

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Dr. Townsend is almost daily receiving orders from physicians in different parts of the Union.

This is to certify that we the undersigned physicians of the city of Albany have in numerous cases prescribed Dr. Townsend's Sarsaparilla and believe it to be one of the most valuable preparations Sarsaparilla in the Market.

P H Pulling M D. R B Briggs M D. P E Elmendorf M D.

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Respectfully yours,
C. S Preston M D.

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G. W. McLEAN.

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New York, March 1, 1847

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THE CONGRESSIONAL NEWSPAPER.

THE APPROACH OF CONGRESS calls for the renewal of my proposals and preparations to spread its debates before the public. The success which has hitherto attended this undertaking it is hoped will continue, and enable me to perpetuate the full history of the proceedings and discussions of the body on which the destiny of the Republic depends.

The adoption of Congress has given the GLOBE an official character as the reporter of all that is said and done in the body. This sanction has been voted at every successive session for many years, and by members of all parties. The press, too, of all parties, has borne testimony to the fidelity with which the duty thus confided has been performed.

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PUBLISHED WEEKLY

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P H Pulling M D. R B Briggs M D. P E Elmendorf M D.

Albany, April 1 1845.

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Respectfully yours,
C. S Preston M D.

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Capt. G W McLean, member of the Legislature, and late of the U. S. Navy, has kindly sent us the following certificate. It tells its own story.

Rahway Jan, 25 1847.

A year since I was taken with the influenza and my whole system left in a debilitated state. I was induced to try Dr. Townsend's Sarsaparilla.

After taking two or three bottles, I was very much relieved, and attributed it entirely to the said Sarsaparilla. I have continued taking it, and improve every day I believe it saved my life, and would not be without it under any consideration.

G. W. McLEAN.

Scrofula Cured.

This certificate conclusively proves that the Sarsaparilla has perfect control over the most obstinate diseases of the blood. Three cures cured in one house is unprecedented.

New York, March 1, 1847